PRB | Performance review body of the single european sky

Performance Review Body Monitoring Report

Estonia - 2020

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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/771 of 13 April 2022

List of ACCs 1
Tallinn ACC

No of airports in the scope of the performance plan:
- **≥80'K** 0
- **<80'K** 2

Exchange rate (1 EUR=)
2017: 1 EUR
2020: 1 EUR

Share of Union-wide:
- **traffic (TSUs) 2020** 0.8%
- **en route costs 2020** 0.4%

Share en route / terminal costs 2020 91% / 9%

En route charging zone(s)
Estonia

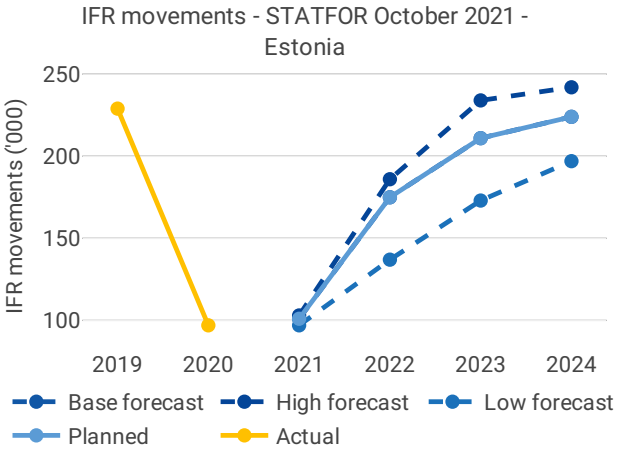
Terminal charging zone(s)
Estonia

Main ANSP
- EANS

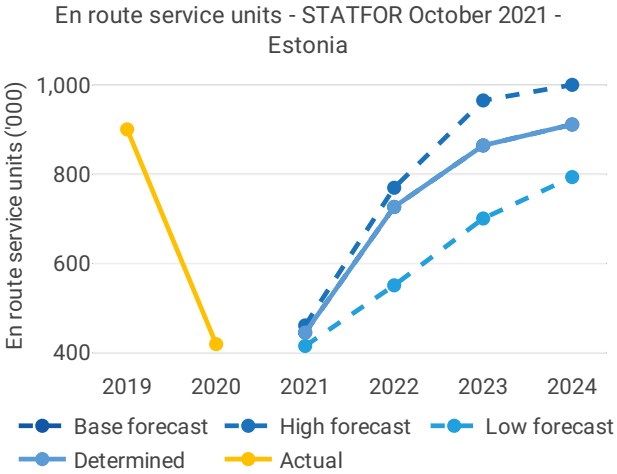
Other ANSPs
–

MET Providers
–

1.2 Traffic (En route traffic zone)

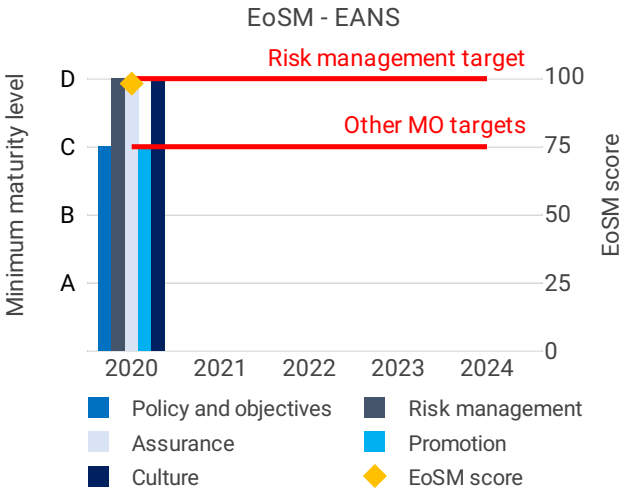


- Estonia recorded 97K actual IFR movements in 2020, -58% compared to 2019 (229K).
- Estonia IFR movements reduced more than the average reduction at Union-wide level (-57%).



- Estonia recorded 419K actual en route service units in 2020, -54% compared to 2019 (901K).
- Estonia service units reduced less than the average reduction at Union-wide level (-57%).

1.3 Safety (Main ANSP)



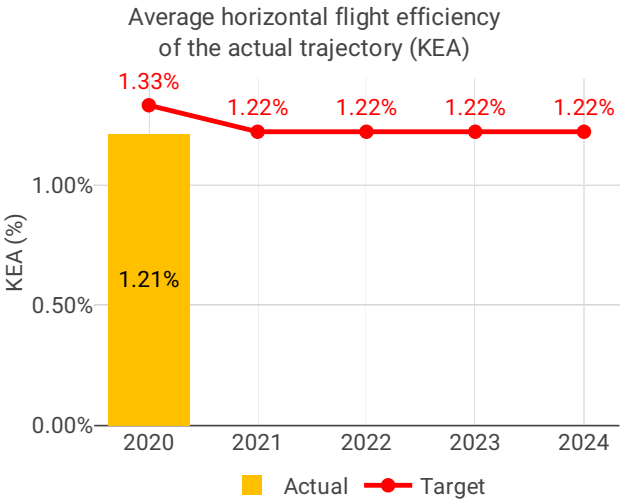
• EANS has already achieved the RP3 EoSM targets and exceeded the targets in two management objectives. Even so, measures for further improvements are included in EANS' Safety Strategy. The measures are mostly derived to achieve compliance with Commission Implementing Regulation (EU) 2017/373.

• EANS was already achieving high levels of maturity during RP2 and continued to improve the maturity during first year of RP3.

• Estonia recorded stable performance with respect to occurrences. Separation minima infringement per flight hour increased slightly due to the reduction in flight hours and the rate of runway incursion per movement decreased.

• EANS should improve its SMS by implementing automated safety data recording systems.

1.4 Environment (Member State)



• Estonia achieved a KEA performance of 1.21% compared to its reference value of 1.33% and therefore contributed positively towards achieving the Union-wide target.

• Estonia offers airspace users a cross-border free route airspace with its partners in NEFAB and DK-SE FAB and stated that overflying traffic is as direct as it can be. The data confirms this since the KEA performance is similar to the shortest constrained routes in 2020.

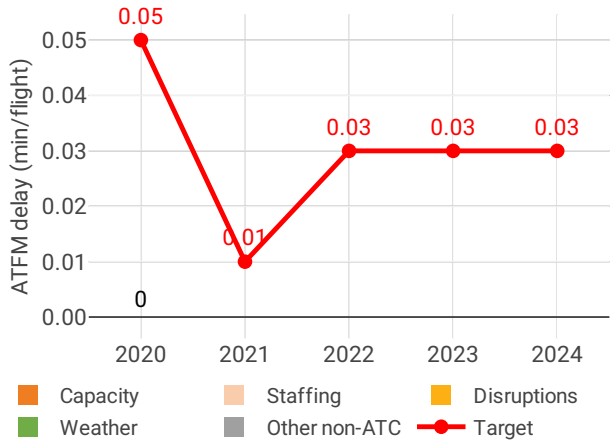
• Only one out of two Estonian airports that are regulated reported terminal data.

• The share of flights operating CCO/CDO at Estonian airports remained similar in 2020 compared to 2019. However, the performances are still class leading with more than 60% of all arrivals completing a CDO landing.

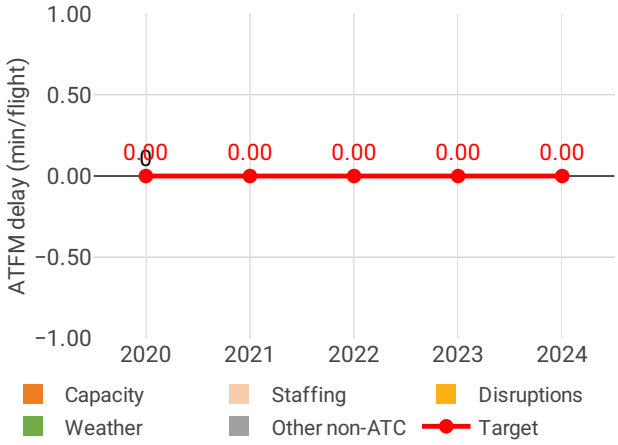
• Airspace users spent the same amount of additional time taxiing or holding in terminal airspace in 2020 as they did in 2019, i.e. the reduction in traffic did not help improve performance. Although the additional times are quite small at 1.29 minutes per flight, some improvement should have been possible given the lack of congestion.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



Average arrival ATFM delay per flight by delay groups



• EANS registered zero minutes of average en route ATFM delay per flight during 2020, thus meeting the local breakdown value of 0.05.

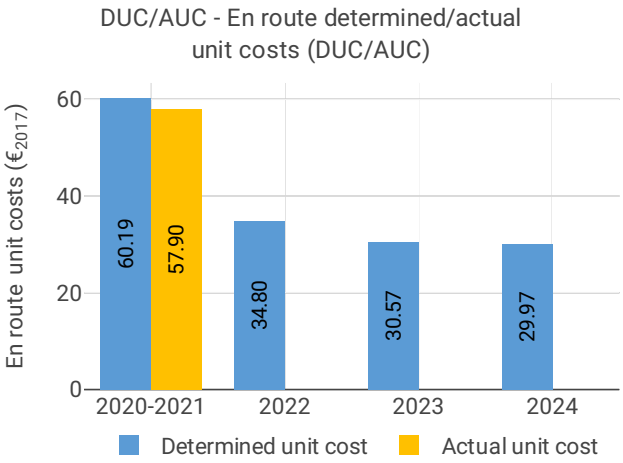
• Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 58% below the 2019 levels in Estonia.

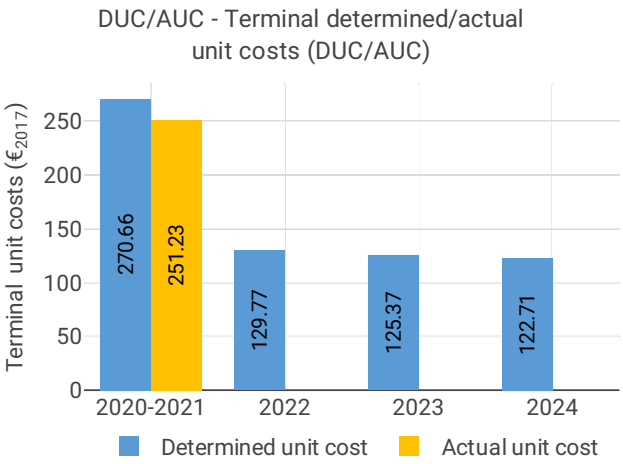
• Estonia reported no capacity issues and a 25% drop in ATCO FTE numbers compared to 2019. Actual ATCO FTE numbers are also almost 17% below the planned value in 2020. Estonia did not report any specific drivers behind the ATCO FTE number reduction, however, no ATCO FTEs were reported to have stopped working in OPS.

• The yearly total of sector opening hours in Tallinn ACC was 9,585, showing a 24.5% decrease compared to 2019.

• Tallinn ACC registered 9.65 IFR movements per one sector opening hour in 2020, being 44.5% below 2019 levels.

1.6 Cost-efficiency (En route/Terminal charging zone(s))





• Estonia experienced the third most limited decrease in service units across Member States, with 2020 actual service units (419K) being 53% lower than the actual service units in 2019 (897K).

• Estonia reduced total costs in 2020 by 2.7 M€2017 (-9%) compared to 2019 actual cost. The reduction is mainly induced by a reduction of 1 M€2017 (-7%) in staff costs due to personnel lay-offs and a decrease in other operating costs of 1.1 M€2017 (-14%) (e.g. due to cancellation of trainings and reduction in travel expenses).

• EANS spent 3.2 M€2017 in 2020 related to cost of investments, 45% less than planned in the 2019 draft performance plan (5.7 M€2017). The decrease is attributable to the postponement of most of 2020 investments to 2022 onwards.

2 SAFETY - ESTONIA

2.1 PRB monitoring

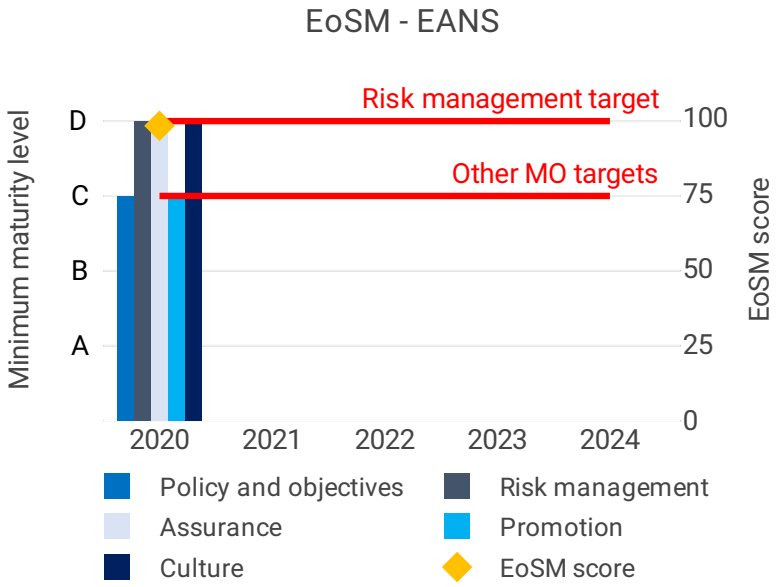
• EANS has already achieved the RP3 EoSM targets and exceeded the targets in two management objectives. Even so, measures for further improvements are included in EANS' Safety Strategy. The measures are mostly derived to achieve compliance with Commission Implementing Regulation (EU) 2017/373.

• EANS was already achieving high levels of maturity during RP2 and continued to improve the maturity during first year of RP3.

• Estonia recorded stable performance with respect to occurrences. Separation minima infringement per flight hour increased slightly due to the reduction in flight hours and the rate of runway incursion per movement decreased.

• EANS should improve its SMS by implementing automated safety data recording systems.

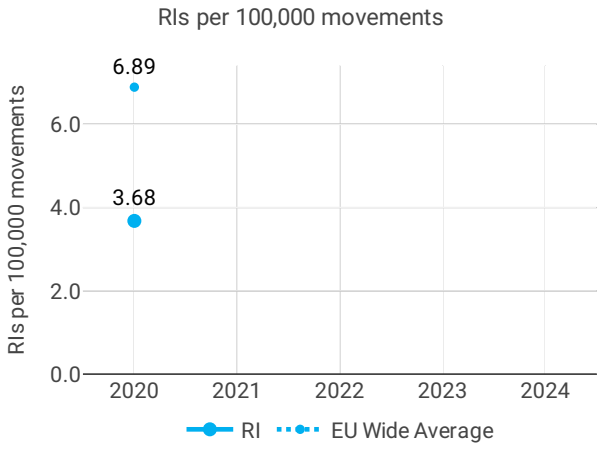
2.2 Effectiveness of Safety Management (EoSM) (KPI#1)

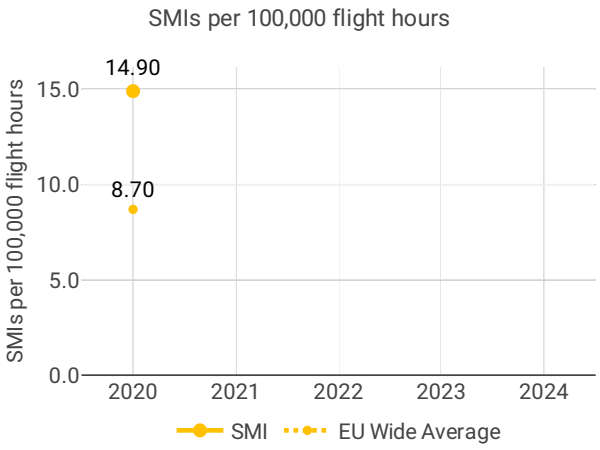


Focus on EoSM

All five EoSM components of the ANSP meet, or exceed, already the 2024 target level.

2.3 Occurrences - Rate of runway incursions (RIs) (PI#1) & Rate of separation minima infringements (SMIs) (PI#2)





3 ENVIRONMENT - ESTONIA

3.1 PRB monitoring

• Estonia achieved a KEA performance of 1.21% compared to its reference value of 1.33% and therefore contributed positively towards achieving the Union-wide target.

• Estonia offers airspace users a cross-border free route airspace with its partners in NEFAB and DK-SE FAB and stated that overflying traffic is as direct as it can be. The data confirms this since the KEA performance is similar to the shortest constrained routes in 2020.

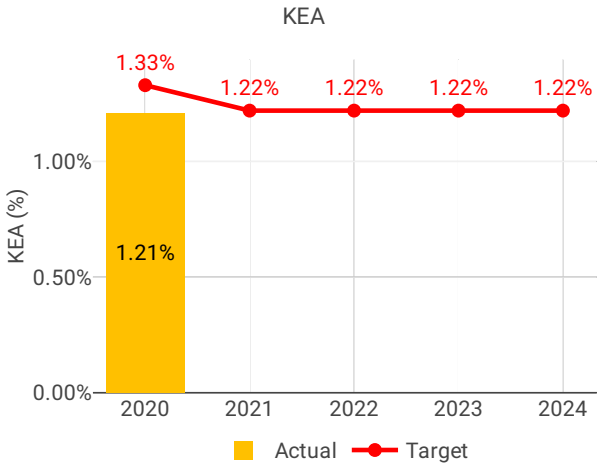
• Only one out of two Estonian airports that are regulated reported terminal data.

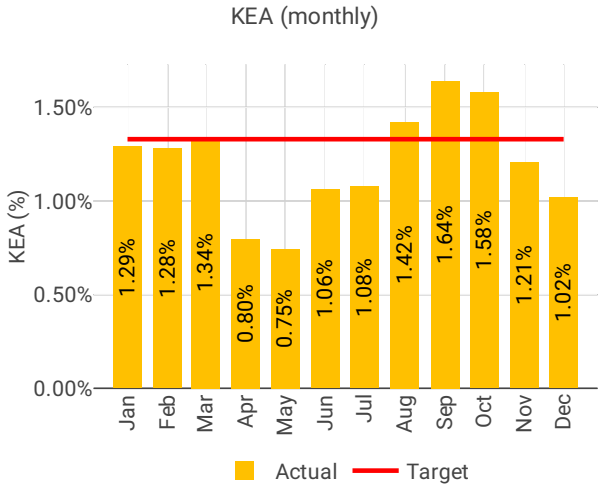
• The share of flights operating CCO/CDO at Estonian airports remained similar in 2020 compared to 2019. However, the performances are still class leading with more than 60% of all arrivals completing a CDO landing.

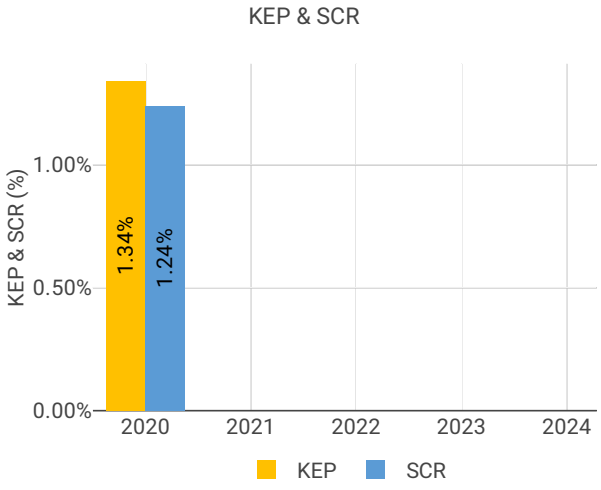
• Airspace users spent the same amount of additional time taxiing or holding in terminal airspace in 2020 as they did in 2019, i.e. the reduction in traffic did not help improve performance. Although the additional times are quite small at 1.29 minutes per flight, some improvement should have been possible given the lack of congestion.

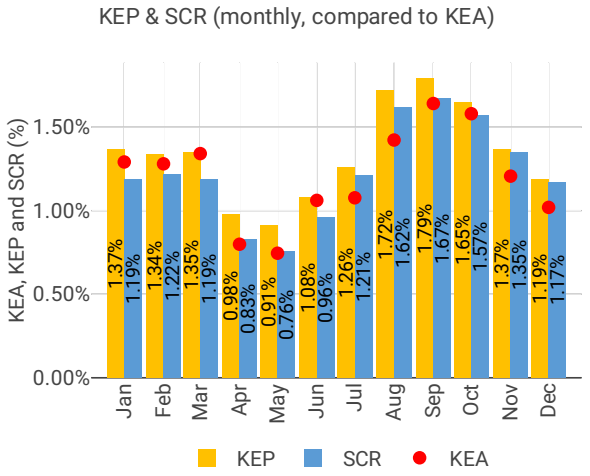
3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)



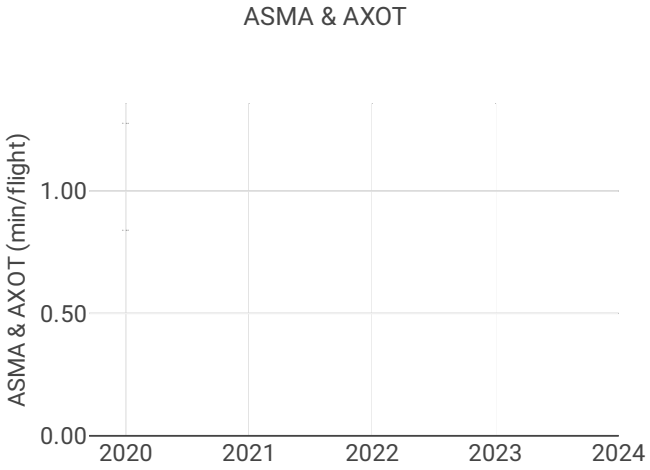


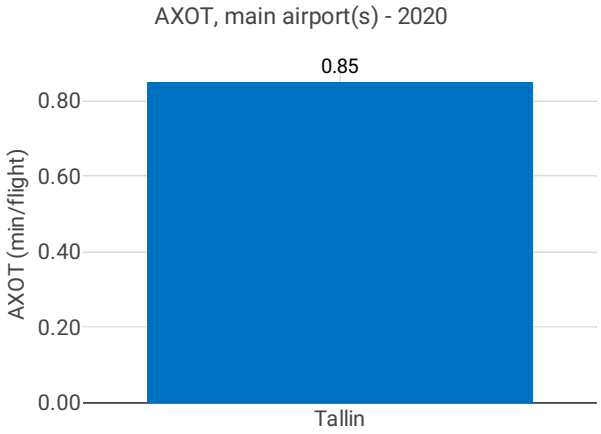


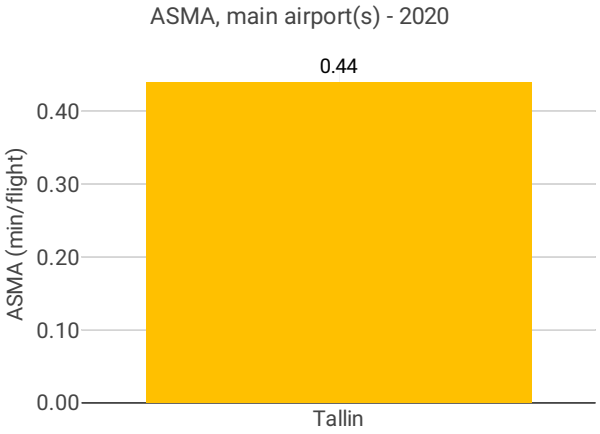


3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#3) & Arrival Sequencing and Metering Area (ASMA) time (PI#4)







Focus on ASMA & AXOT

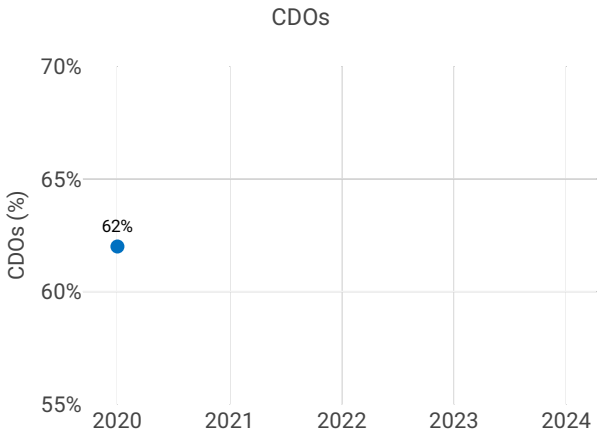
AXOT

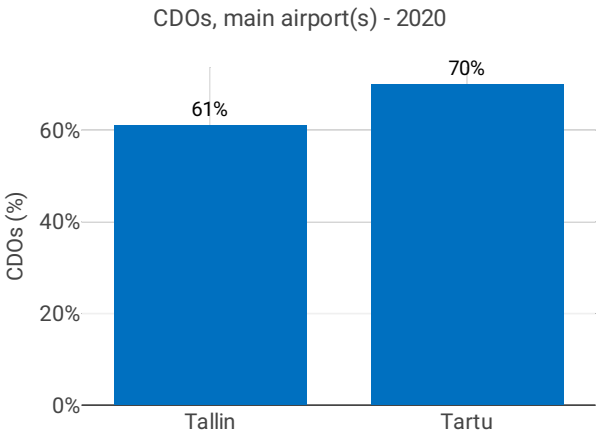
This indicator is not monitored for airports below 80,000 IFR movements annual average during the 2016-2018 period, so it is not monitored for any airport in Estonia.

ASMA

This indicator is not monitored for airports below 80,000 IFR movements average during the 2016-2018 period, so it is not monitored for any airport in Estonia.

3.3.2 Share of arrivals applying continuous descent operations (CDOs) (PI#5)





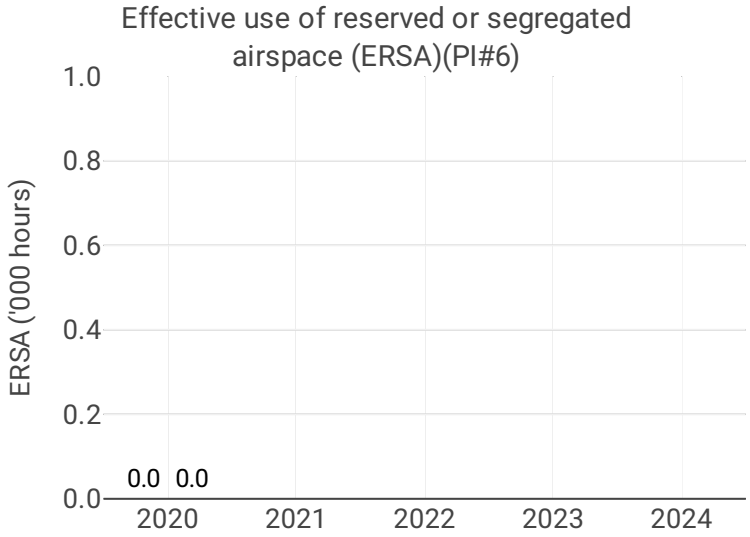
Focus CDOs

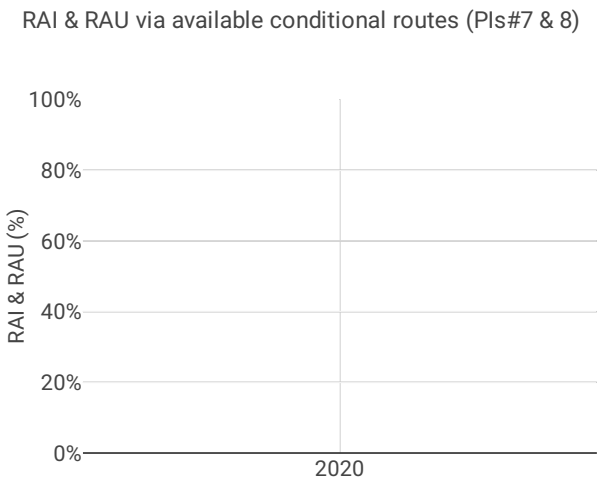
The shares of CDO flights for both Tallinn (EETN) and Tartu (EETU) are above 60% which is well above the overall RP3 value in 2020 (32.5%) and in the higher range of all observed values in 2020.

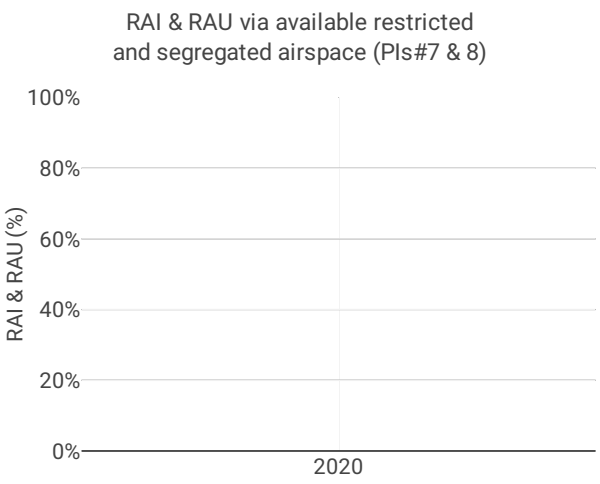
Airport level

	Additional taxi-out time (PI#3)					Additional ASMA time (PI#4)					Share of arrivals applying CDO (PI#5)				
Airport Name	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Tallin	0.85	NA	NA	NA	NA	0.44	NA	NA	NA	NA	61%	NA	NA	NA	NA
Tartu	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	70%	NA	NA	NA	NA

3.4 Civil-Military dimension







Focus on Civil-Military dimension

Update on Military dimension of the plan

No impact of MIL dimension on the capacity KPA.
The planning of airspace use at pre-tactical level is done via the civil/military joint unit Airspace Management Cell
(AMC).

Military - related measures implemented or planned to improve environment and capacity

No data available

Initiatives implemented or planned to improve PI#6

No data available

Initiatives implemented or planned to improve PI#7

No data available

Initiatives implemented or planned to improve PI#8

No data available

4 CAPACITY - ESTONIA

4.1 PRB monitoring

• EANS registered zero minutes of average en route ATFM delay per flight during 2020, thus meeting the local breakdown value of 0.05.

• Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 58% below the 2019 levels in Estonia.

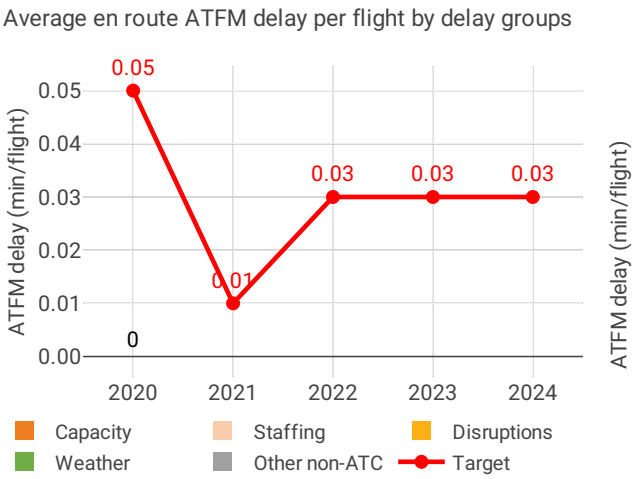
• Estonia reported no capacity issues and a 25% drop in ATCO FTE numbers compared to 2019. Actual ATCO FTE numbers are also almost 17% below the planned value in 2020. Estonia did not report any specific drivers behind the ATCO FTE number reduction, however, no ATCO FTEs were reported to have stopped working in OPS.

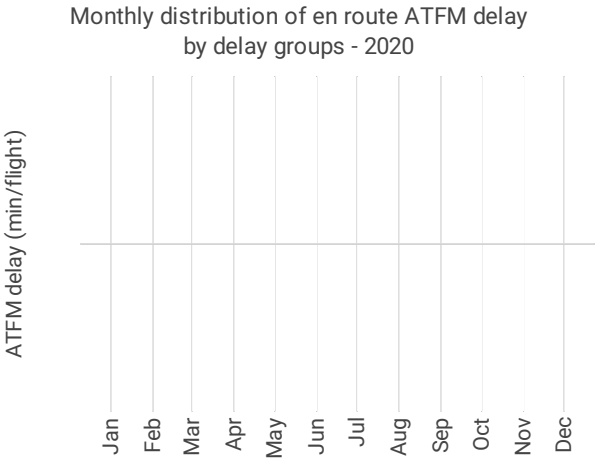
• The yearly total of sector opening hours in Tallinn ACC was 9,585, showing a 24.5% decrease compared to 2019.

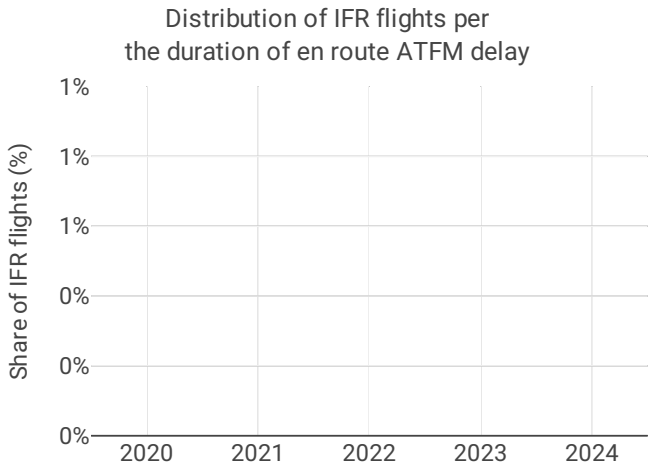
• Tallinn ACC registered 9.65 IFR movements per one sector opening hour in 2020, being 44.5% below 2019 levels.

4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)







Focus on en route ATFM delay

Summary of capacity performance

The Tallinn FIR experienced a traffic reduction of 58% from 2019 levels, to 96k flights. The traffic level was accommodated with negligible en route ATFM delays to airspace users.

NSA's assessment of capacity performance

The en route capacity target set in the draft RP3 performance plan has been met for 2020.

Monitoring process for capacity performance

Review of the actual values from the NM dashboard.

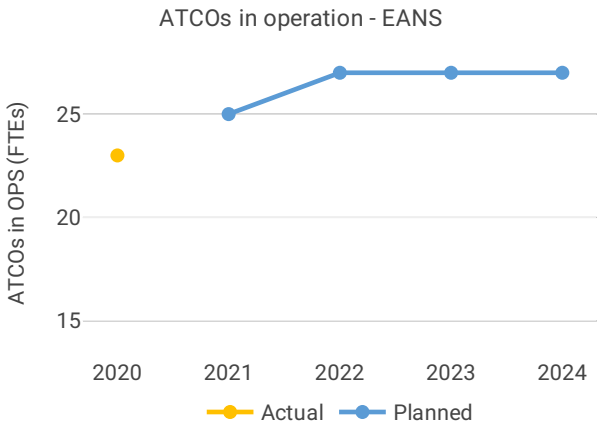
Capacity planning

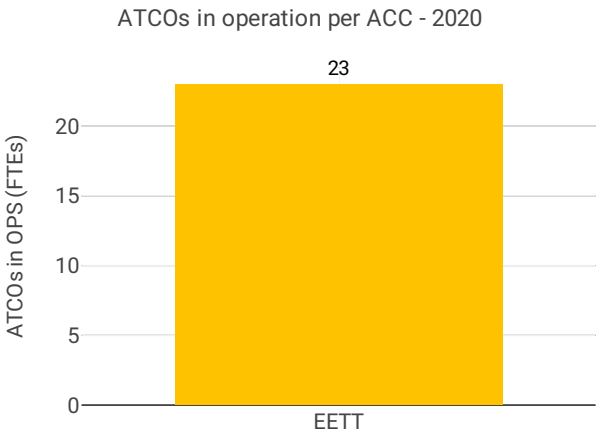
No data available

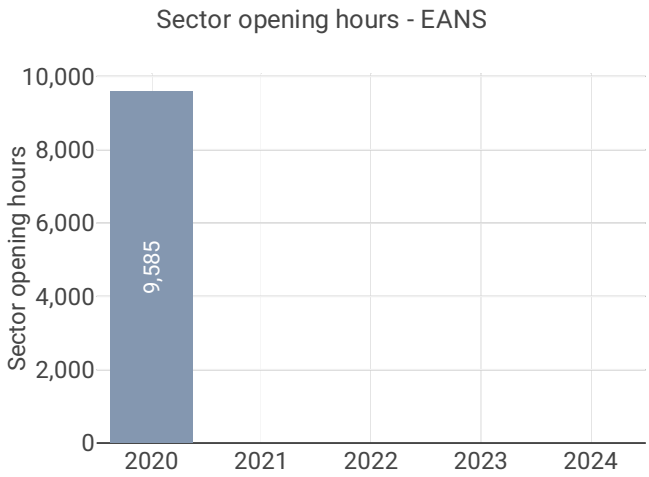
Application of Corrective Measures for Capacity (if applicable)

No data available

4.2.2 Other indicators



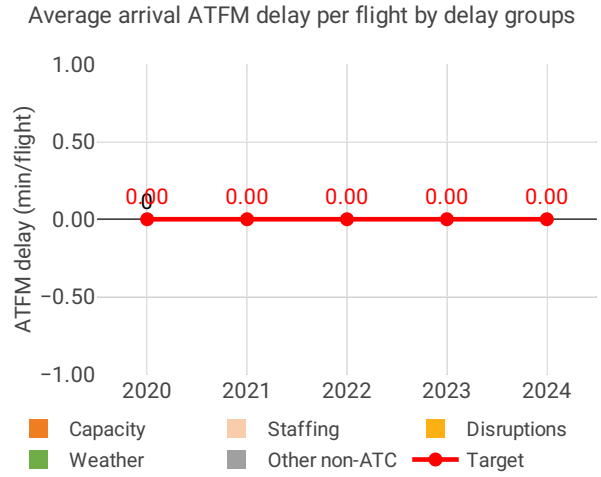


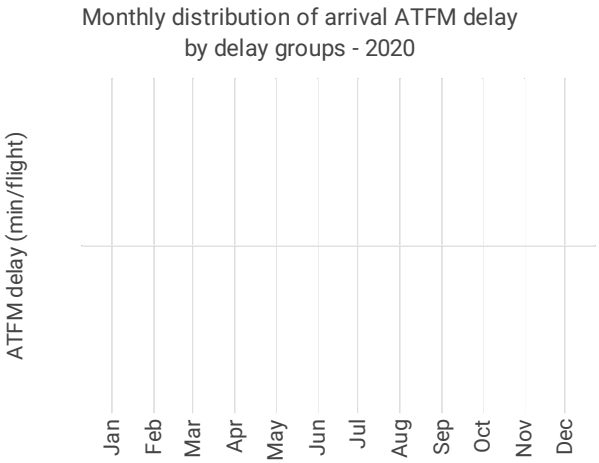


Focus on ATCOs in operations

4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)





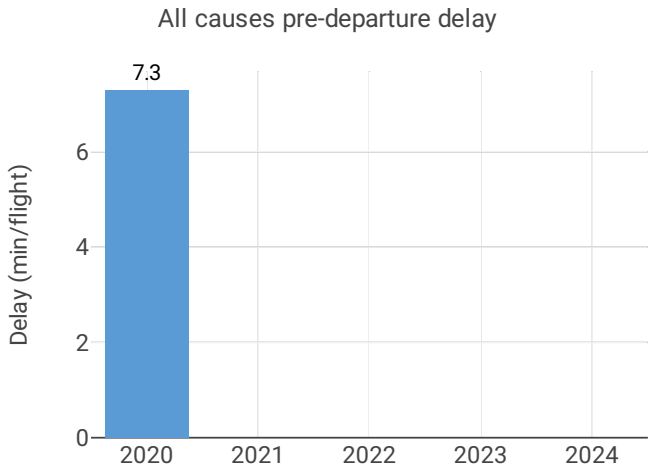
Focus on arrival ATFM delay

Estonia identified two airports, Tallinn and Tartu, as subject to RP3 monitoring. In accordance with IR (EU) 2019/317 and the traffic figures at these 2 airports, pre-departure delays are not monitored and the capacity performance focuses on arrival ATFM delays and slot adherence.
After a traffic increase of 18% along RP2 (2019 vs 2015), traffic at these Estonian airports decreased by 56% in 2020 compared to 2019. No arrival ATFM delays were observed in the entire 2020 at these two airports and there were only a few regulated departures with a slot adherence of 98.5%.

No arrival ATFM delay was observed at the Estonian airports (Tallinn and Tartu) in 2020, in line with the performance during RP2.

The provisional national target on arrival ATFM delay in 2020 was met.
In accordance with Article 3 (3) (a) of Implementing Regulation (EU) 2020/1627: The incentive scheme shall cover only the calendar years 2022 to 2024.

4.3.2 Other terminal performance indicators (PI#1-3)



Airport level

	Avg arrival ATFM delay (KPI#2)				Slot adherence (PI#1)			
Airport name	2020	2021	2022	2023	2020	2021	2022	2023
Tallin	NA	NA	NA	NA	98.5%	NA%	NA%	NA%
Tartu	NA	NA	NA	NA	NA	NA	NA%	NA%

	ATC pre departure delay (PI#2)				All causes pre departure delay (PI#3)			
Airport name	2020	2021	2022	2023	2020	2021	2022	2023
Tallin	0.01	NA	NA	NA	7.3	NA	NA	NA
Tartu	NA	NA	NA	NA	NA	NA	NA	NA

Focus on performance indicators at airport level

ATFM slot adherence

Only Tallinn had (a few) regulated departures in 2020. With the drastic drop in traffic, this already low number of regulated departures from Tallinn also virtually disappeared as of April. The annual figure is therefore driven by the performance in the first trimester.
Tallinn's ATFM slot compliance was 98.5%, which in fact corresponds with only 3 departures departing late with respect to the STW in the entire 2020.

ATC pre-departure delay

This indicator is not monitored for airports below 80,000 IFR movements annual average during the 2016-2018 period, so it is not monitored for any airport in Estonia.

All causes pre-departure delay

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5 COST-EFFIENCY - ESTONIA

5.1 PRB monitoring

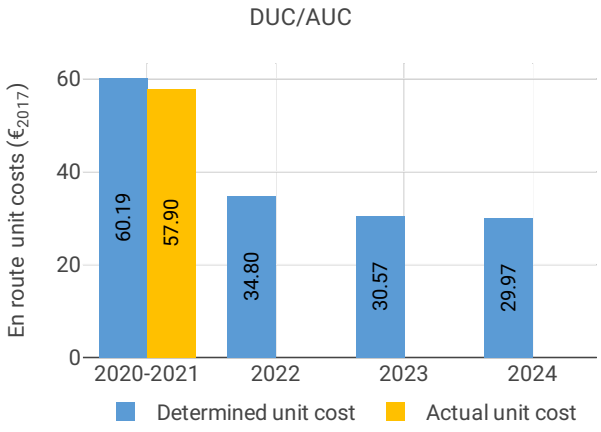
• Estonia experienced the third most limited decrease in service units across Member States, with 2020 actual service units (419K) being 53% lower than the actual service units in 2019 (897K).

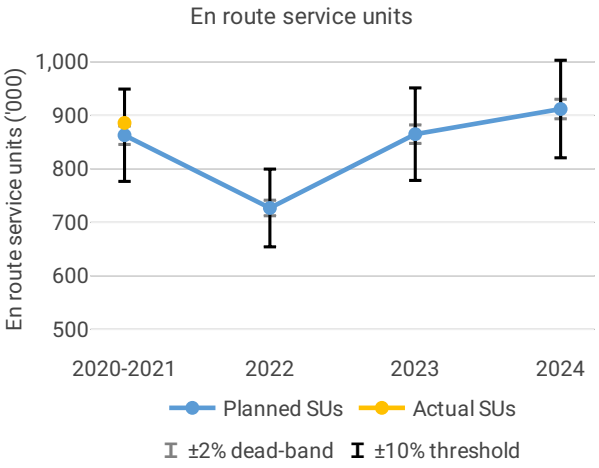
• Estonia reduced total costs in 2020 by 2.7 M€2017 (-9%) compared to 2019 actual cost. The reduction is mainly induced by a reduction of 1 M€2017 (-7%) in staff costs due to personnel layoffs and a decrease in other operating costs of 1.1 M€2017 (-14%) (e.g. due to cancellation of trainings and reduction in travel expenses).

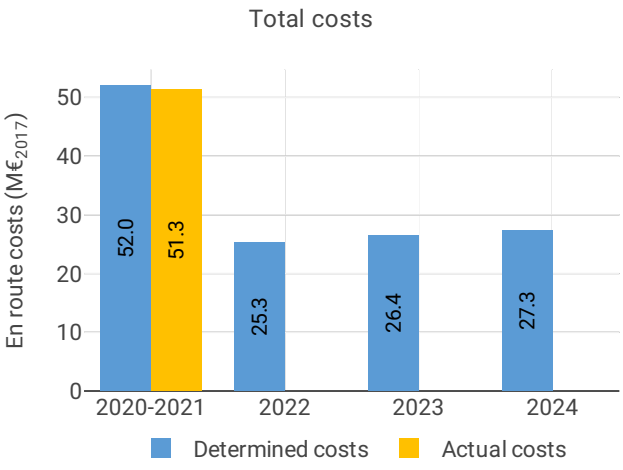
• EANS spent 3.2 M€2017 in 2020 related to cost of investments, 45% less than planned in the 2019 draft performance plan (5.7 M€2017). The decrease is attributable to the postponement of most of 2020 investments to 2022 onwards.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)

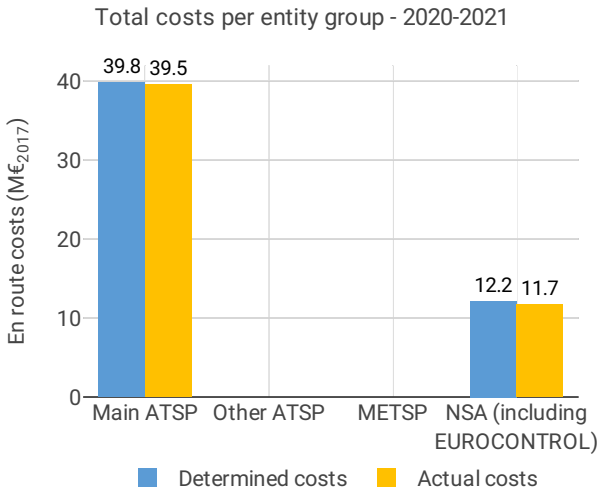


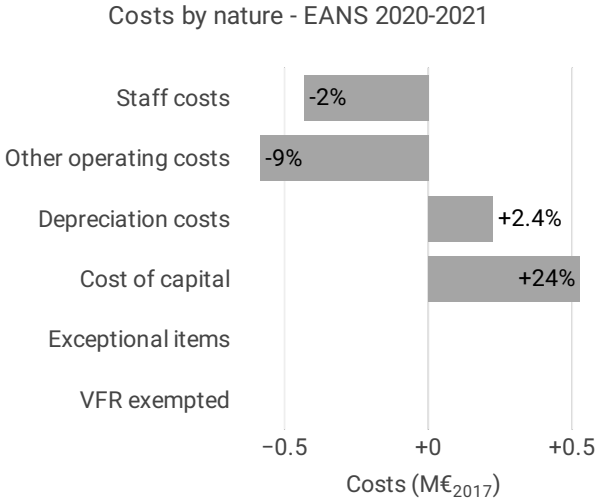




Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	53	NA	NA	NA
Determined costs	54	27	28	30
Difference costs	0	NA	NA	NA
Inflation assumptions	**2020-2021**	**2022**	**2023**	**2024**
Determined inflation rate	NA	2.5%	2.1%	1.9%
Determined inflation index	NA	110.4	112.7	114.8
Actual inflation rate	NA	NA	NA	NA
Actual inflation index	NA	NA	NA	NA
Difference inflation index (p.p.)	NA	NA	NA	NA





Focus on unit cost

AUC vs. DUC

In the combined year 2020-2021, the AUC was lower than the planned DUC (by -3.8%, or -2.29€2017). This results from the combination of higher than planned TSUs (+2.6%) and lower than planned en route costs in real terms (by -1.3%, or -0.7 M€2017).

En route service units

The difference between actual and planned TSUs (+2.6%) falls outside the ±2% dead band, but does not exceed the ±10% threshold foreseen in the traffic risk sharing mechanism. The resulting gain of additional en route revenues is therefore shared between the ATSP and the airspace users, with the ATSP (EANS) retaining an amount of +0.9 M€2017.

En route costs by entity

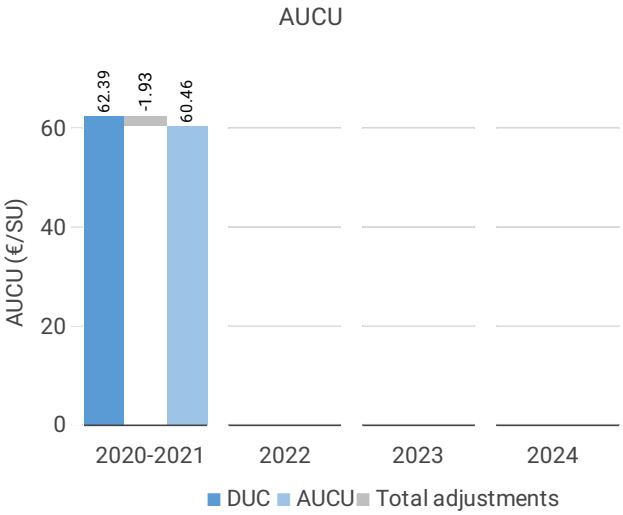
Actual real en route costs for 2020-2021 are -1.3% (-0.7 M€2017) lower than planned. This result is driven by the main ANSP, EANS (-0.7%, or -0.3 M€2017) and the NSA/EUROCONTROL costs (-3.5%, or -0.4 M€2017).

En route costs for the main ANSP at charging zone level

Lower then planned en route costs in real terms for EANS in 2020-2021 (-0.7%, or -0.3 M€2017 lower) results from:

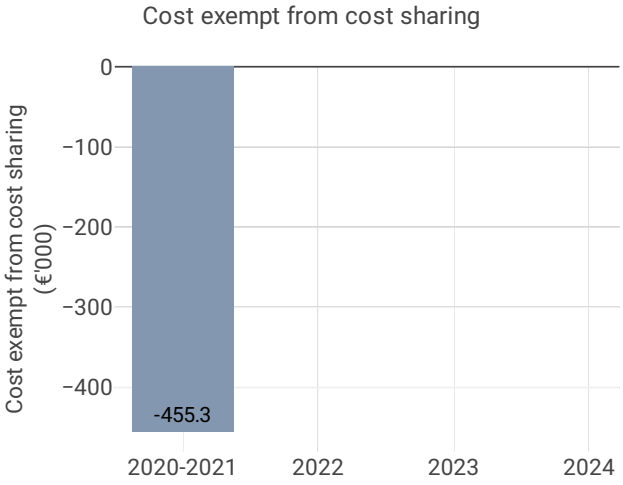
- lower staff costs (-2.0%);
- lower other operating costs (-9.0%), due to implementation extensive cost-cutting measures to reduce losses. Travelling expenses, rental expenses (especially communication service rental costs) and training expenses were lower than planned and other cost items were cut where possible;
- higher depreciation (+2.4%), due to taking some fixed assets into operation earlier than planned;
- higher cost of capital (+24.0%), resulting from the approval of an additional shareholder investment in equity, leading to higher cost of capital, although the rate of return on equity remained unchanged.

5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



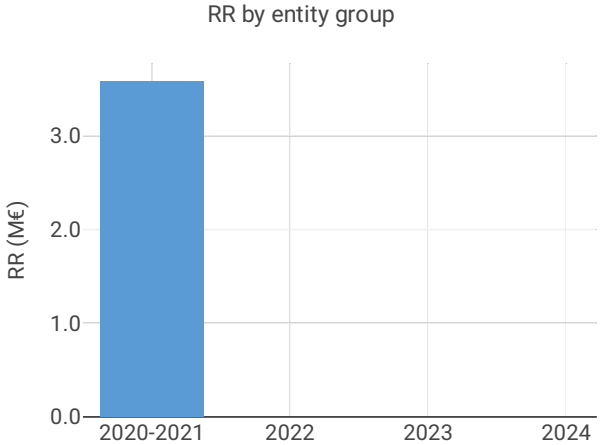
AUCU components (€/SU) – 2020-2021

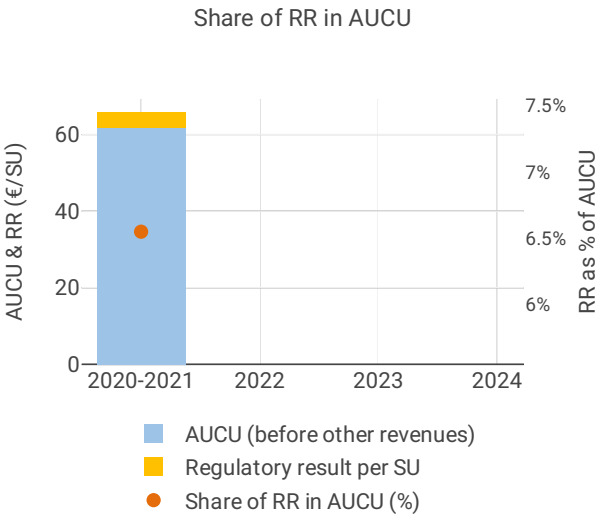
Components of the AUCU in 2020-2021	€/SU
DUC	**62.39**
Inflation adjustment	0.45
Cost exempt from cost-sharing	-0.51
Traffic risk sharing adjustment	-0.19
Traffic adj. (costs not TRS)	-0.37
Finantial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-1.30
Application of lower unit rate	0.00
Total adjustments	-1.93
AUCU	**60.46**
AUCU vs. DUC	**-3.1%**

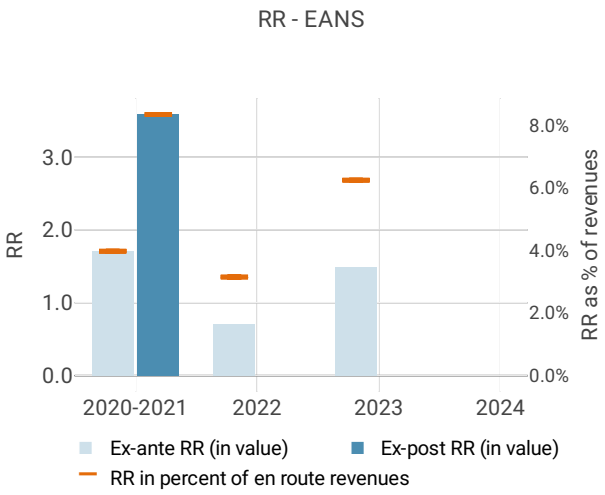


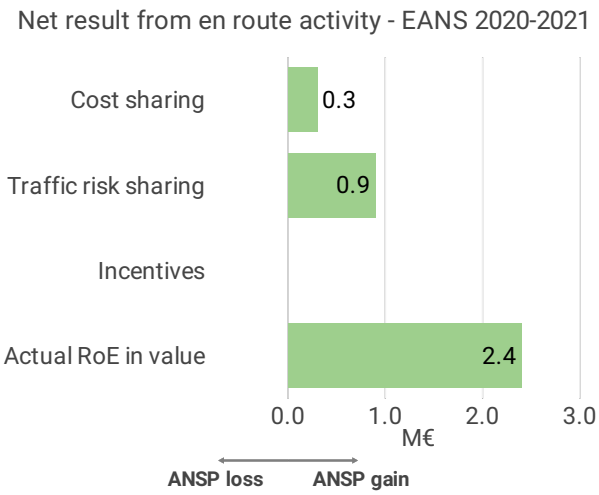
Cost exempt from cost sharing by item - 2020-2021	€'000	€/SU
New and existing investments	0.0	0.00
Competent authorities and qualified entities costs	-311.8	-0.35
Eurocontrol costs	-107.8	-0.12
Pension costs	-35.6	-0.04
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	**-455.3**	**-0.51**

5.2.3 Regulatory result (RR)







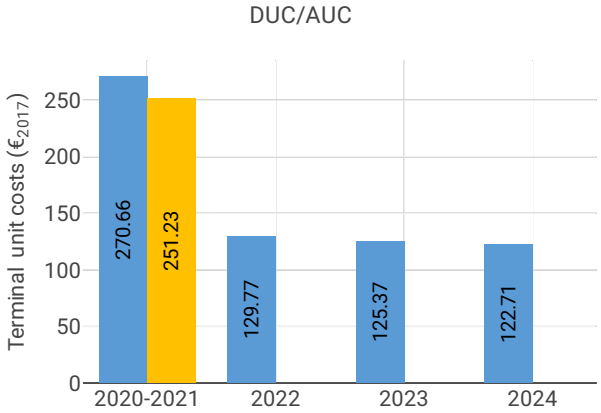


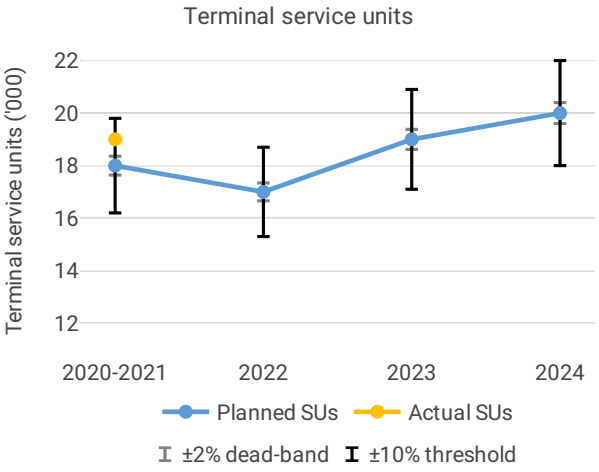
Focus on regulatory result

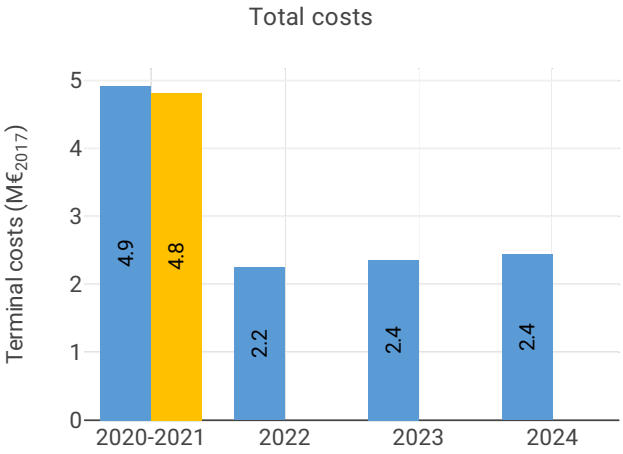
EANS net gain on en route activity in the Estonia charging zone in the combined year 2020-2021
EANS's net gain amounts to +1.3 M€, as a combination of a gain of +0.4 M€ arising from the cost sharing mechanism and a gain of +0.9 M€ arising from the traffic risk sharing mechanism.
EANS overall regulatory results (RR) for the en route activity
Ex-post, the overall RR taking into account the net gain from the en route activity mentioned above (+1.3 M€) and the actual RoE (+2.4 M€) amounts to +3.6 M€ (8.4% of the en route revenues). The resulting ex-post rate of return on equity is 11.2%, which is higher than the 7.3% planned in the PP.

5.3 Terminal charging zone

5.3.1 Unit cost (KPI#1)

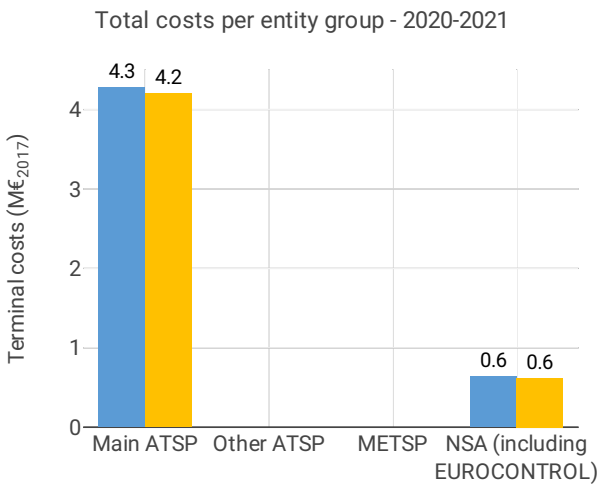


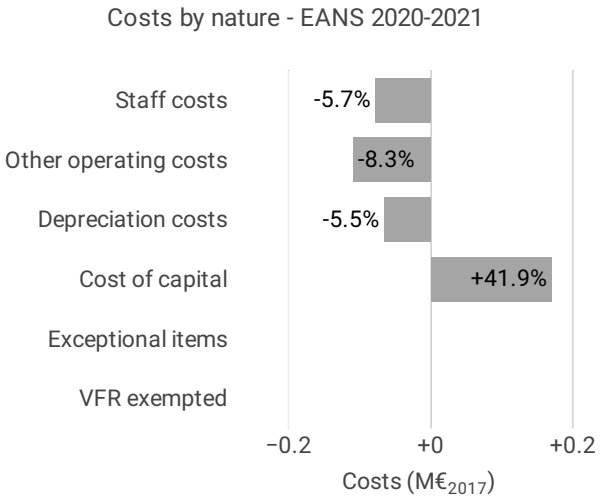




Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	5	NA	NA	NA
Determined costs	5	2	3	3
Difference costs	0	NA	NA	NA
Inflation assumptions	**2020-2021**	**2022**	**2023**	**2024**
Determined inflation rate	NA	2.5%	2.1%	1.9%
Determined inflation index	NA	110.4	112.7	114.8
Actual inflation rate	NA	NA	NA	NA
Actual inflation index	NA	NA	NA	NA
Difference inflation index (p.p.)	NA	NA	NA	NA





Focus on unit cost

AUC vs. DUC

In the combined year 2020-2021, the terminal AUC was -7.2% (or -19.44€2017) lower than the planned DUC. This results from the combination of higher than planned TNSUs (+5.6%) and lower than planned terminal costs in real terms (-2.0%, or -0.1 M€2017).

Terminal service units

The difference between actual and planned TNSUs (+5.6%) falls outside the ±2% dead band, but does not exceed the ±10% threshold foreseen in the traffic risk sharing mechanism. The resulting gain of additional terminal revenues is therefore shared between the ATSP and the airspace users, with the ATSP (EANS) retaining an amount of +0.1 M€2017.

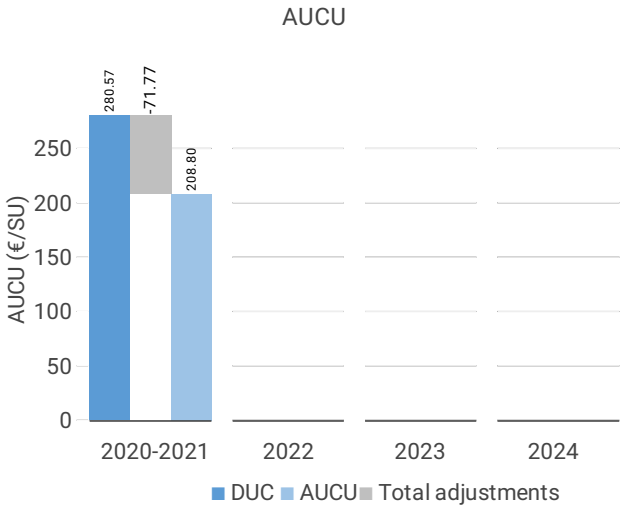
Terminal costs by entity

Actual real terminal costs are -2.0% (-0.1 M€2017) lower than planned. This is driven by the main ANSP, EANS (-2.0%, or -0.1 M€2017) and NSA (-2.3%, or -0.01 M€2017).

Terminal costs for the main ANSP at charging zone level

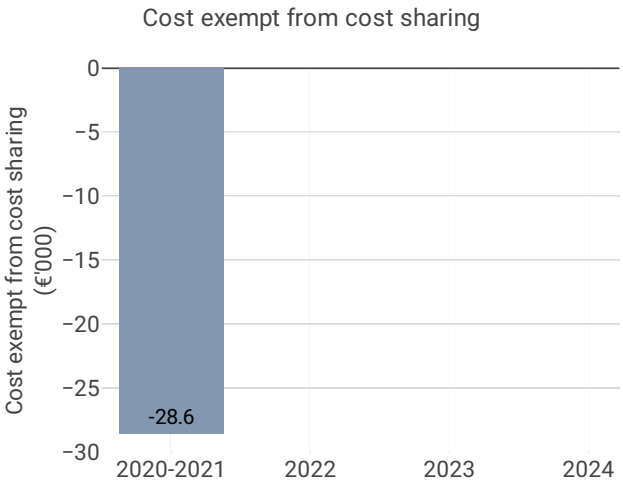
The lower than planned terminal costs in real terms for EANS (-2.0%, or -0.1 M€2017) result from:
- lower staff costs (-5.7%);
- lower other operating costs (-8.3%), due to implementation extensive cost-cutting measures to reduce losses. Travelling expenses, rental expenses (especially communication service rental costs) and training expenses were lower than planned and other cost items were cut where possible;
- lower depreciation (-5.5%), due to the postponement of some investments to 2022 and further;
- higher cost of capital (+41.9%), resulting from the approval of an additional shareholder investment in equity, leading to higher cost of capital, although the rate of return on equity remained unchanged.

5.3.2 Actual unit cost incurred by the users (AUCU) (PI#1)



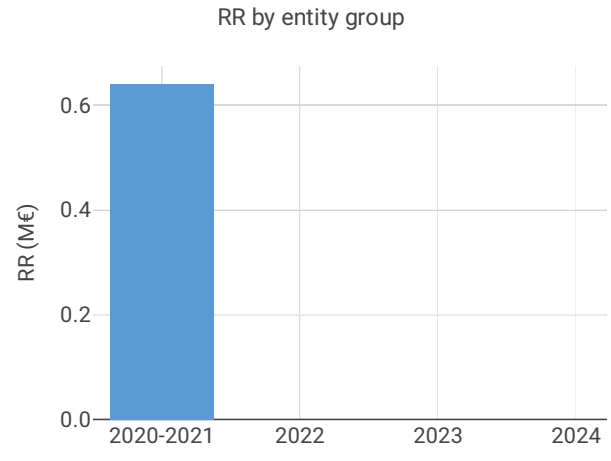
AUCU components (€/SU) – 2020-2021

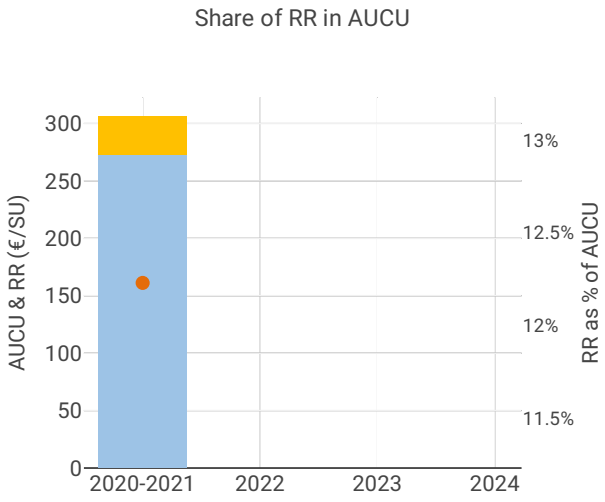
Components of the AUCU in 2020-2021	€/SU
DUC	**280.57**
Inflation adjustment	2.02
Cost exempt from cost-sharing	-1.49
Traffic risk sharing adjustment	-5.40
Traffic adj. (costs not TRS)	-2.82
Finantial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-64.08
Application of lower unit rate	0.00
Total adjustments	-71.77
AUCU	**208.80**
AUCU vs. DUC	**-25.6%**

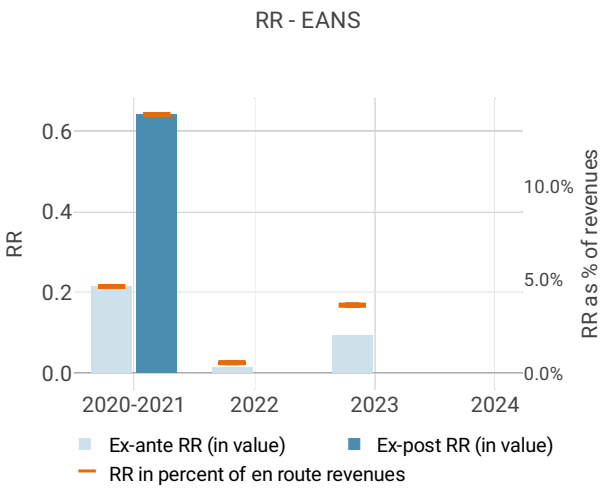


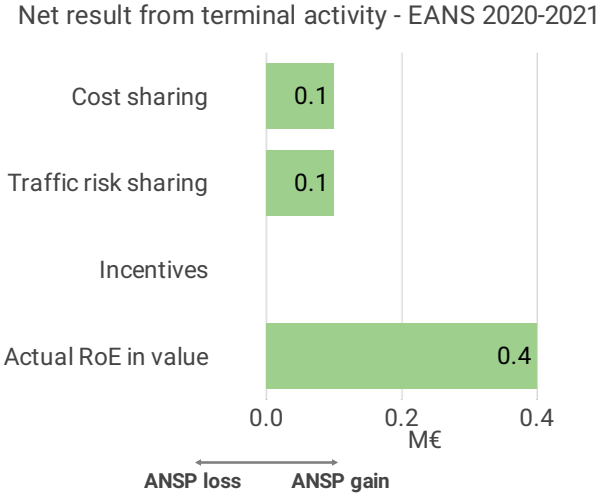
Cost exempt from cost sharing by item - 2020-2021	€'000	€/SU
New and existing investments	0.0	0.00
Competent authorities and qualified entities costs	-14.8	-0.77
Eurocontrol costs	0.0	0.00
Pension costs	-13.8	-0.72
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	**-28.6**	**-1.49**

5.3.3 Regulatory result (RR)









Focus on regulatory result

EANS net gain on activity in the Estonia terminal charging zone in the combined year 2020-2021
EANS's net gain amounts to +0.2 M€ due to gains of +0.1 M€ from the cost sharing mechanism and of +0.1 M€ from the traffic risk sharing mechanism.
EANS overall regulatory results (RR) for the terminal charging zone activity
Ex-post, the overall RR taking into account the net gain from the terminal activity mentioned above (+0.2 M€) and the actual RoE (+0.4 M€) amounts to +0.7 M€ (14.1% of the terminal revenues). The resulting ex-post rate of return on equity is 11.3%, which is higher than the 7.3% planned in the PP.